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# Washington Climate Change Challenge

## Climate Advisory Team

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### **Summary of Fifth Meeting**

Thursday, October 4, 7:30 a.m. – 4:00 p.m.

Washington State University Tri-Cities Campus, Richland, WA

Meeting documents are available on the Washington Climate Change website:

[www.ecy.wa.gov/climatechange/cat\\_documents.htm](http://www.ecy.wa.gov/climatechange/cat_documents.htm)

### **Overview of the Washington Climate Change Challenge**

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Governor Chris Gregoire declared Washington's commitment to address climate change on February 7, 2007, by signing Executive Order No. 07-02. The Executive Order establishes goals for reducing greenhouse gas emissions (GHGs), increasing clean energy jobs, and reducing expenditures on imported fuel. It also specifies objectives for preparing for climate change impacts, coordinating regionally and nationally, and advancing public outreach and awareness. The Executive Order directs the Washington Departments of Ecology (Ecology) and Department of Community, Trade and Economic Development (CTED) to lead the Washington Climate Change Challenge, a process that will engage business, community and environmental leaders in considering the full range of policies and strategies that may be adopted to achieve the goals established by Governor Gregoire.

Ecology and CTED have formed the Washington Climate Advisory Team (CAT) to assist with the development of specific action-oriented recommendations for climate change mitigation and GHG reduction policies for Washington. This broad-based group of Washington leaders is charged with developing a comprehensive set of state-level policy recommendations to deliver to Ecology and CTED by January 2008.

### **The Makeup of the Climate Advisory Team**

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The Climate Advisory Team includes: co-chairs Jay Manning (Ecology) and Juli Wilkerson (CTED); and members Rod Brown (Washington Environmental Council), Reverend Alexander J. Brunett (Archbishop of Seattle), Vicky Carwein (WSU Tri Cities), Senator Jerome Delvin (Washington State Legislature, ex-officio), Representative Doug Ericksen (Washington State Legislature, ex-officio), KC Golden (Climate Solutions), Dennis Hession (City of Spokane), Sara Kendall (Weyerhaeuser), Bill Kidd (BP), Mike Kreidler (Office of the Insurance Commissioner), Jim Lopez (King County), Dennis McLerran (Puget Sound Clean Air Agency), Representative Kelly Linville (Washington State Legislature, ex-officio), Bill Messenger (Washington State Labor Council), Chad Kruger (WSU Center for Sustaining Agriculture & Natural Resources), Steve Nicholas (City of Seattle), Larry Paulson (Port of Vancouver), Senator Craig Pridemore (Washington State Legislature, ex-officio), Michael Rawding (Microsoft), Aaron Reardon (Snohomish County), Steve Reynolds (Puget Sound Energy), Rich Riazzi (Chelan County PUD), Mike Rousseau (Alcoa), Doug Sutherland

(Department of Natural Resources), Kirk Thomson (Boeing), Terry Uhling (Simplot), and Terry Williams (Tulalip Tribe).

Each caucus of the House and the Senate has named liaisons to the CAT. Representative Doug Ericksen and Senator Jerome Delvin have been appointed to represent the Republican Caucus, and Representative Kelli Linville and Senator Craig Pridemore have been appointed to represent the Democratic Caucus.

Project management for the CAT is being provided by Janice Adair (Ecology) and Tony Usibelli (CTED).

## **Meeting Objectives and Attendance**

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The Climate Advisory Team (CAT) held its fifth meeting on October 4, 2007, at Washington State University, Tri-Cities Campus in Richland, WA. The meeting was open to the public.

All members were present at the fifth meeting except Rev. Alexander J. Brunett, Aaron Reardon (Katie Kuciemba, alternate), Michael Rawding, and Mike Kreidler. Members of the public and interested stakeholders in attendance included private citizens and representatives from the Technical Working Groups, Preparation and Adaptation Working Groups, Pacific Northwest National Laboratories, Washington Department of Natural Resources, Cascadia, Washington Environmental Council, Clark County PUD, Infinia Corporation, The Nature Conservancy, Boise Cascade, Ammonia Fuel Network, Bonneville Power Administration, Tri-City Herald, Washington State University, Washington Department of Ecology, and the Washington Department of Transportation.

There were six objectives for the meeting:

1. In order to inform CAT deliberations on elements to consider as part of a Comprehensive Climate Approach for Washington: provide the CAT with a current understanding of regional and national developments, and specific involvement by Washington; summarize input received from CAT outreach to the investment and entrepreneurial community; and discuss potential additional elements to consider, in addition to TWG options.
2. Review the principles adopted by the Western Regional Climate Action Initiative (WCI) and provide input on potential additional considerations for Washington.
3. Brief the CAT on the approach taken by the TWGs to complete the policy design and analysis of options, including the quantification principles, guidelines, and key assumptions used in the analysis, and expectations for CAT review and decision-making for these initial TWG policy options.
4. Review initial TWG options and decide on a path forward for each option.
5. Provide updates on the progress of the Preparation and Adaptation Working Groups, education and public outreach, and the approach for public review and comment of the CAT's draft final report.
6. Provide CAT members with specific details of what will happen next in the process.

## **Welcome**

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Vicky Carwein welcomed the CAT members to WSU Tri-Cities. The Co-Chairs thanked WSU Tri-Cities for hosting, and expressed appreciation for the work the CAT has accomplished collectively. They emphasized that the CAT is at the narrowing point for developing their recommendations. The TWGs have worked diligently to get the best information possible to the CAT, allowing their decision-making to be part of a highly rigorous, analytical process. CAT members were reminded that since the CAT is not an authorizing or implementing entity, their recommendations will be directional.

## **Connectivity with Regional Climate Activities**

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### **Update on the Western Regional Climate Action Initiative**

Janice Adair (Ecology) provided an update on the Western Regional Climate Action Initiative (WCI). WCI partners agree to participate in a multi-state GHG registry, develop a regional goal for GHG reductions, and design a regional multi-sector market based mechanism to achieve the GHG reduction goals. As of October 4, WCI partners include Oregon, California, Arizona, New Mexico, Utah, Washington, and British Columbia; Alaska, Colorado, Idaho and Kansas are participating as observers. Washington is the chair of WCI, which is now turning its attention to the design of the market-based mechanism. The first Washington-specific stakeholder outreach about WCI is scheduled for Friday, October 5.

### **Update on The Climate Registry**

The Climate Registry (TCR), which is scheduled to be operational in January, will serve as a repository of reported GHGs emissions. As of October 4, 39 states, tribal representatives and the Mexican state of Sonora have joined TCR, and Alaska is expected to join soon. TCR is policy-neutral, and focused on precise accounting. Key principles of TCR include providing a platform for credible and consistent GHG emissions reporting across borders and industry sectors, providing independent third-party verification, and allowing public reporting while respecting business confidentiality. Benefits for organizations to report to TCR include cost effectiveness, a common reporting platform, and recognition for taking a proactive approach to managing GHGs. Reporters will gather data annually and report using a web-based software package which has been selected and is currently undergoing testing. TCR has been incorporated as a non-profit in Washington D.C., where it will be based. Currently, the California Climate Registry, Western Governors Association, and the Northeast Governors Association are providing staffing, but once it is up and running, TCR will be self-supporting through reporters' fees.

## **Summary and Discussion of Investment and Entrepreneurial Community Outreach**

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CAT members Michael Rawding, Rod Brown, Bill Messenger, and KC Golden met with thirteen representatives of the investment and entrepreneurial community on September 20 in Seattle to discuss how to enhance investments that reduce carbon and spur technological innovation throughout the economy. Participants commented that they are not looking for market "signals", but comprehensive, predictable and sufficient markets in which to invest. Investors prefer a

streamlined, efficient market and advocated that rather than a mandated solution or technology to reduce carbon, the market should determine winners and losers. By setting a goal and providing clear policy commitments, government can demonstrate that there is a large and sustained market to pursue. Government can also promote clean energy investment by making regulation stable, symmetrical, and streamlined. Participants discussed the pros and cons of cap-and-trade and a carbon tax. Proposed advantages to a carbon tax are that it is more intuitive, clearer, and easier to understand, influences consumer behavior directly, and raises revenue. Proposed advantages of a cap-and-trade system is that it allows auctioning, trading, and other tools to efficiently and accurately set prices, and it can build on existing international carbon markets. The development of investment conditions in Washington can be further supported through higher-education policies, and training the State's workforce to meet the transition from traditional industries to green industries.

## **Discussion of Washington's Comprehensive Climate Approach**

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Jay Manning and Juli Wilkerson briefed the CAT members on current considerations by the Administration for 2008 in order to get member feedback and input. Policy proposals are being considered in light of the timing of the CAT process, the WCI process, and preparations for the Legislative Session beginning in January. Since the WCI is scheduled to conclude its negotiations in August 2008, final WCI design elements will not be available for the 2008 Legislative Session. CAT recommendations will not be available until February. However, there is substantial interest in moving forward with some climate change issues during the 2008 Legislative Session, and any recommendations by the CAT can be included in that discussion.

The Administration is considering moving forward on two key items viewed as foundational for further action that the CAT may want to consider in its recommendations. The first is legislation creating a mandatory emissions reporting requirement. The second involves administratively amending SEPA regulations to clearly identify, evaluate, quantify, and disclose GHG emissions. The CAT discussed these in greater detail later in the session. Members commented generally that climate change is a significant issue and work should begin immediately; at the same time, the magnitude of the transformation requires thoughtful and careful consideration. There is a need to develop mitigation strategies that deal with both hydrologic and atmospheric impacts of climate change, as well as the need for adequate funding, administrative capacity, and rule making capacity for Ecology, CTED, and other State agencies to enact the CAT's policy proposals. Washington has one of the smallest carbon footprint of any state and any CAT recommendations should not hurt the competitiveness of the State. A deliberate but stepped approach is preferable, because the wrong approach could disrupt the economy.

### **Western Climate Initiative Principles for a Regional Cap-and-Trade Program**

Janice Adair (Ecology) briefed the CAT on the principles adopted by WCI, and the CAT discussed whether there are additional inputs useful for Washington to consider as it participates in these regional discussions. Janice provided two specific points of clarification on the principles: 1) the

second WCI principle<sup>1</sup> addresses environmental justice issues in order to create a system that is as equitable as possible, and 2) science was not included as an explicit principle because the cap-and-trade system is being created to meet goals which have been defined on a scientific basis.

The CAT discussed the importance of understanding how Washington differs from other states and how to protect its interests. In any cap-and-trade system, the method of allocating credits is critical. Depending on whether an entity's portfolio is hydro-power based or is more diverse, the allocation of credits becomes a factor since some entities are in a position to better benefit from a cap-and-trade system. The CAT should be looking at how carbon credits are allocated and how Washington would be advantaged and/or disadvantaged as multiple states try to design a regional system.

The CAT also discussed the importance of government focusing on policy and performance standards rather than prematurely picking winners and losers, and the importance of designing the system in a way that does not create artificial winners. Design flaws should also be minimized to ensure that wealth is not transferred to any particular sector. The CAT also emphasized the need to ensure that as solutions for GHG reductions are created, one form of pollution is not traded for another.

### **Emissions Reporting**

The CAT discussed the desired depth and breadth of the State's proposed emissions reporting program. Reporting is beginning in the Northeast states under the RGGI system, and Oregon, New Mexico, Utah, California, and British Columbia are all moving forward with reporting programs. CAT members emphasized that if a cap-and-trade system is going to be an economy-wide approach, then emissions reporting should be economy-wide. Scope questions are very important, since they might mean different reporting mechanisms for different businesses. Work that has been done already, such as the WRI reporting protocols, should be leveraged. Finally, this effort should not be seen as a new source of tax revenue for Washington.

### **SEPA Modification to Include Greenhouse Gas Emissions**

The CAT discussed the State's proposed SEPA amendments and clarifications. Given that the language in SEPA already covers climate change, the issue is how to create a structure that makes the analysis process clear and reliable. The key of SEPA clarification is to put the goal of CO<sub>2</sub> reduction in front of decision makers. As projects go forward, it will be important to have carbon release as part of the SEPA review. It will be important for SEPA to give consideration to both disclosure/analysis and mitigation. Transportation is a major sector where this issue will unfold, since traditional evaluation approaches in transportation do not accommodate criteria pollutants.

One CAT member expressed concern that until market mechanisms and policies are created to deal with climate change, mitigation under SEPA seems premature. Administrative requirements or appeals are burdensome, and it makes more sense to address mitigation when the carbon market has been established and more avenues for mitigation exist. On the other hand, the need

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<sup>1</sup> WCI Principle Number Two: "Maximizes total benefits throughout the region, including reducing air pollutants, diversifying energy sources, and advancing economic, environmental, and public health objectives, while also avoiding localized or disproportionate environmental or economic impacts."

is almost more compelling before markets exist because the absence of markets will indicate what decisions can be made in the near term without unduly adding to the problem. The CAT emphasized that the rule should be a meaningful quantification and not just simply an exercise in paperwork.

## **Summary and Discussion of Quantification Principles and Guidelines**

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Michael Lazarus of the Center for Climate Strategies (CCS) reviewed the quantification principles, guidelines and key assumptions that are being used by the TWGs to analyze emission reduction potential and costs of specific quantifiable policy options.

The TWGs have sought to use consistent and transparent data sources, assumptions and methodologies, and account for GHG benefits directly linked to policy options. Costs and emissions reductions have first been assessed independently. A combined estimate will later be put together that takes into account contributions from existing state-level policies as well as overlaps. For options that can be quantified, net GHG reduction potential will be reported for the year 2020, the intermediate year of 2012, and cumulatively from 2008 to 2020. Some options will not produce cumulative impacts until after 2020, and will not be quantified due to the uncertainties involved in long-term quantifications. Net Present Value (NPV) will be used to sum the costs between 2008-2020 using a 5% real discount rate, and the cost per metric ton of CO<sub>2</sub> equivalent emissions reduced or removed (NPV divided by the emissions reductions) will also be reported.

For the cost analysis, the CAT is looking at net cost effectiveness, as widely applied in GHG mitigation policy, using a state-wide cost perspective. This includes capital, operations and maintenance, fuel and materials, and administrative costs. Predicting precise fiscal impacts will be at a later stage of analysis, and for this exercise the TWGs have been asked to reflect on fiscal impacts in a qualitative sense. From a strategic standpoint, the CAT may want to propose a mix of options across the cost curve. It is important to note that the CAT is not attempting to capture externalities, because that would be a larger exercise with more uncertainties. Where information is already available regarding external benefits and costs, the TWGs will include it.

## **CAT Review of Initial Technical Working Group Policy Options**

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In August and September, the TWGs developed straw proposals for priority policy options approved for analysis by the CAT. For the initial straw proposals presented for CAT review and affirmation at this meeting, the TWGs have established and agreed to overall policy design and draft analysis. These initial TWG options are essentially complete at a structural level and ready for CAT consideration. The CAT was asked to review each option and either approve, subject to any specific agreed revisions if indicated, or identify specific barriers to consensus and provide guidance to the TWGs for further analysis. Options preliminarily approved by the CAT were set aside for final review with the complete package of TWG options at the December CAT meeting.

## Energy Supply TWG Policy Options Review and Status

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Alison Bailie of CCS, facilitator for the Energy Supply TWG, provided an overview of the Energy Supply TWG options. CAT members provided comments and suggestions:

### *ES-2: Distributed Renewable Energy Incentives and/or Barrier Removal*

- Keep jurisdictional guidelines in mind, since at some point the State will come into conflict with federal jurisdiction under FERC.

### *ES-4: Technology Research & Development (R&D), plus Technology-Focused Initiatives*

- For this option it would be valuable to know how much is currently spent on advancing technology. The utility industry does not spend a large amount of money on R&D, and the CAT might want to discuss how to make investment in R&D by regulated utilities more viable, which might require legislation to remove barriers to investment. CAT members expressed concern about having rate payers pick up additional costs.

### *ES-7: Combined Heat and Power (CHP) and Thermal Energy Recovery and Use*

- Given a finite quantity of incentives, it is important to decide which incentives offer the most value.

Michael Lazarus of CCS briefly outlined the work that the Energy Supply TWG is doing on the remaining options, which will be reviewed at the next CAT meeting. For ES-1, fuel switching has been added. For ES-6, the TWG is addressing a transmission system capacity question about where Washington has authority, given a larger regional grid and the Bonneville Power Administration. For ES-5: the TWG does not want to replicate the work of Senate Bill 6001, and to that end has reframed this option to complement SB 6001, addressing a few issues in SB 6001 have not been dealt with, such as long term ownership and liability, resolving pipeline siting, property ownership rules for storage sites, educating the public, and providing incentives for carbon capture, storage, and reuse.

## Agriculture TWG Policy Options Review and Status

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Katie Bickel of CCS, facilitator for the Agriculture TWG, gave an overview of the Agriculture TWG policy options. CAT members provided comments and suggestions:

### *AW-3: Significantly Expand Source Reduction, Reuse, Recycling and Composting*

- A tremendous amount of material and product areas are not be captured under this option for the sake of brevity and in order to allow for quantification (for example, deconstruction and building materials recycling). The TWG decided that it would include only what can be calculated. The calculations are based on EPA's WARM model, which accounts for GHG reductions from different waste management practices.
- This option might be expanded to include investments in landfill energy capacity. In Washington, most operating landfills are required to capture and flare methane, and there might be an opportunity to improve methane capture and/or use.

## **Forestry TWG Policy Options Status and Summary of Updates to the Forestry Section of Washington's Emissions Inventory**

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Katie Bickel of CCS gave an overview of the Forestry TWG options. Because of the interrelated nature of these options, none were ready for review at this meeting. Draft quantification is underway on three of the options. CCS is preparing a summary of biomass/feedstock supply in Washington, and the TWG is currently in the process of working out all of the linkages.

The TWG is also trying to better understand the forest fluctuation numbers in the GHG inventory, and is preparing a clarification of the forestry section of Washington's GHG inventory for both eastern and western Washington. The TWG is looking at forest use change data and is incorporating previous studies of land use change and forest conversion in Washington. The overall numbers will remain the same while the revisions provide more detail. When the State set its goal, it based it on gross emissions, which do not include forestry sinks. Although the CAT's task is not directly affected by this, it is important for the CAT to understand the scope of the issue. CAT members commented that the CAT should consider carbon sequestration and the importance and uniqueness of this element of Washington's carbon footprint.

## **Transportation TWG Policy Options Review and Status**

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Jeff Ang-Olson of CCS, facilitator for the Transportation TWG, reviewed the Transportation TWG options. CAT members provided comments and suggestions:

### *T-10: Actions to Accelerate and Integrate Plug-In Hybrid Electric Vehicle Use*

- This strategy is compelling because the technology is on the threshold of public availability. For example, General Motors will produce the VOLT electric vehicle by 2010. In the very near-term, this option has synergies with other strategies such as providing a storage medium for renewable energy.

### *T-11: Low Carbon Fuel Standard*

- Washington has existing laws and mandates for transportation fuels. For example, there is a statute in place to achieve 10% ethanol and 10% biodiesel over time. Option T-11 has the promise of being a more effective approach because it looks at reducing carbon content instead. Getting biofuel technology and sustainable production right is a significant part of the solution, and current policy instruments are less than perfect for that. This option would replace existing policy tools in a way that moves the State closer to agreed-upon goals more quickly. It is important to push this policy forward in an intelligent way.
- On the federal level, EPA is looking at changing from percentage mandates to low-carbon mandates for its 2010 rule.
- If this option is forced too quickly the result may be a large market distortion, especially if Washington tries to match California's compliance schedule. Cellulosic ethanol technology will likely not be commercially available until 2015 at the earliest, and if a low carbon fuel standard is required prior to 2015, meeting it may require sugar cane to be imported from Brazil. Another problem is that the crude oil available in the western hemisphere is high in carbon content, so a move toward a low-carbon fuel standard could result in even greater dependence on middle-eastern crude oil.



- The CAT noted that all of these issues can be addressed if there is flexibility with respect to pace. As California develops its low carbon fuel rule, Washington is looking at integrating with the California car standard through trading and credits, and using this more targeted approach to carbon reductions is something that should be considered.
- The standards in California are meant to be technology forcing, but a central question is the amount of risk that policy makers want to take. Fuel companies will find a way to comply, but it may mean greater expenses.
- CAT members' commented that the TWG should rethink its assumptions for the starting year, given that cellulosic fuel has the greatest potential for biofuel, but the technological barriers will likely not be broken until the 2013 or 2015 timeframe. During the quantification process, the TWG assumed that reductions would begin in 2010.

Jeff briefly updated the CAT on the remaining Transportation TWG options that were not ready for review by the full CAT. T-0 is a foundational option to implement new or better use of existing funding mechanisms. T-3 has several different components. The TWG revisited the idea of a 5% parking surcharge that would increase over time and decided that outside of Seattle, there is little paid on-street parking in Washington. Coupled with Seattle's existing 5% parking tax, the TWG decided that the discussion of parking supply and pricing will probably be broadened to make more sense and be more effective. One CAT member suggested that an interesting data breakdown to enhance the conversation about transportation choices and policies would be to examine types of trips, such as personal, work, and discretionary categories. There might be more opportunity to change people's behavior with respect to personal or discretionary trips, as opposed to work trips.

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## **Residential, Commercial & Industrial (RCI) TWG Policy Options Review and Status**

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David von Hippel of CCS, facilitator for the RCI TWG, reviewed the RCI TWG's options. CAT members provided comments and suggestions:

### *RCI-1: Demand side management*

- Decoupling is an important concept, and it will be important to work out the details where specific investments are made by specific utilities.
- There is a large potential for use of wood and wood waste in boilers.

### *RCI-5: Rate structures and Technologies to Promote Reduced GHG Emissions*

- It is important that this option includes strategies for lower income brackets.

### *RCI-8: Consumer Education Programs, Including Labeling of Embodied Lifecycle Energy and Carbon Content of Products and Buildings*

- There is some history of product labeling in Washington. Washington was the first state to label fertilizers.
- A clear sense of how labeling will make sense and can be most effective at the state level is important. While it would be preferable to require labeling at the federal level, it is unlikely that the federal government will take action.

## **Additional Washington Climate Challenge Updates**

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The CAT was briefed on the status of additional efforts underway to meet the Washington Climate Challenge.

### **Preparation and Adaptation Working Groups**

Janice Adair updated the CAT on the work of the Preparation and Adaptation Working Groups (PAWGs). The PAWGs have been working closely with the University of Washington Climate Impacts Group to describe the likelihood, severity, scope, and ability of Washington to prepare and adapt to climate change. Under House Bill 1303, the UW Climate Impacts Group was directed to work with the PAWGs to prioritize research gaps. The PAWGs are beginning to draft their reports, which will be sent out for public review at the same time as the CAT report.

### **Education and Outreach**

There will be two summits on education and outreach around climate change. The first will be on October 17<sup>th</sup> in Seattle and the second will be on October 24<sup>th</sup> in Spokane. All CAT and working group members are invited to participate.

### **Public Review of Draft CAT Report**

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There will be an opportunity for online review and comments from the public on the draft CAT and PAWG recommendations. It has also been proposed that the CAT hold four town-hall style meetings around Washington State in December. CAT members discussed this proposal. Since the recommendations will not be finalized by December, it may be premature to try to have these public meetings in mid-December, and attendance might be low due to the time frame. A better approach may be to invite public comment through traditional means, and then begin public education and outreach after the report has been released.

The CAT noted that more communication is always preferable. Town hall meetings would be a good way to facilitate a state-wide dialog about climate change. For many people Washington, what they hear or read about climate change may or may not resonate with them, and outreach meetings would be an opportunity to communicate the relevant implications of a carbon constrained economy.

### **Summary and Next Steps**

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The CAT affirmed that the goal of reducing GHG emission in Washington State to 1990 levels by 2020 is the equivalent of a 40 million ton reduction of GHGs. Recent actions taken in Washington and options that have been reviewed to-date will result in a reduction of 30 million tons.

The next CAT meeting will be a two-day meeting in Olympia on November 15-16 to review and affirm the remaining TWG proposals for remaining options. The following meeting will be December 4<sup>th</sup> and 5<sup>th</sup> in Seattle, and the final meeting will be January 25<sup>th</sup> in Olympia.

## Public Comment

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Brad Carroll, of WSU Extension, commented that WSU Extension is very excited about the discussions around education and engagement, and offered thoughts on the role of WSU Extension. WSU is considering starting a Master Carbon Program modeled after the Master Gardener Program. WSU is also looking at integrating the carbon concept into its many programs, such as land/water stewards. Mr. Carroll also addressed the discussion about incentives and suggested that WSU Extension may also have a role to play in that arena. Market changes will be driven by an educated public, and the CAT should be aware of the infrastructure that WSU Extension, as a land-grant university, has at its disposal.

Mike Fox, private citizen, commented that people who are frightened or scared do not seek information. The CAT is talking about communication, and Mr. Fox asked what the CAT would communicate. He commented that he does not accept the notion of human-induced global warming. The location of the CAT meeting is at the same place that 40,000 years ago was the outwash of Lake Missoula. When the lake flooded, an estimated 500 cubic miles of water 5-600 feet deep traveled through this area at 70 mph. During the 1920's, geologist J. Harlan Bretz discovered evidence and proposed that these huge floods had happened, and he was scorned by the entire US geological community. He spent decades trying to convince people that this had really happened. Mr. Fox urged the CAT to think through what it is doing and to think like scientists. Global warming began in 1992 in Rio with the formation of the IPCC, and only human activity was attributable to global warming. Mr. Fox urged the CAT to engage in conversations with others on the subject and find out more than what they've been told.

## Document Appendix

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The following materials were distributed to CAT members at the meeting (these materials can also be found on the Washington Climate Change website and at the links provided below).

October 4, 2007 CAT Meeting Agenda

([www.ecy.wa.gov/climatechange/CATdocs/100407CAT\\_Agenda.pdf](http://www.ecy.wa.gov/climatechange/CATdocs/100407CAT_Agenda.pdf))

October 4, 2007 CAT Meeting Presentation

([www.ecy.wa.gov/climatechange/CATdocs/100407CATPresentation.pdf](http://www.ecy.wa.gov/climatechange/CATdocs/100407CATPresentation.pdf))

Western Regional Climate Initiative Principles

([www.ecy.wa.gov/climatechange/CATdocs/100407WCI\\_Principles.pdf](http://www.ecy.wa.gov/climatechange/CATdocs/100407WCI_Principles.pdf))

Policy Option Quantification Methods Memo

([www.ecy.wa.gov/climatechange/CATdocs/100407Policy\\_Option\\_Quantification\\_Methods.pdf](http://www.ecy.wa.gov/climatechange/CATdocs/100407Policy_Option_Quantification_Methods.pdf))

Priorities for Analysis and Initial Set of Straw Proposals for each TWG:

- Residential, Commercial & Industrial TWG  
([www.ecy.wa.gov/climatechange/CATdocs/100407WA\\_RCI\\_PolicyOptions.pdf](http://www.ecy.wa.gov/climatechange/CATdocs/100407WA_RCI_PolicyOptions.pdf))
- Transportation TWG  
([www.ecy.wa.gov/climatechange/CATdocs/100407Trans\\_TWG\\_MitigationOptions.pdf](http://www.ecy.wa.gov/climatechange/CATdocs/100407Trans_TWG_MitigationOptions.pdf))
- Forestry TWG  
([www.ecy.wa.gov/climatechange/CATdocs/100407WA\\_F\\_PolicyOptions.pdf](http://www.ecy.wa.gov/climatechange/CATdocs/100407WA_F_PolicyOptions.pdf))
- Agriculture TWG  
([www.ecy.wa.gov/climatechange/CATdocs/100407WA\\_AW\\_PolicyOptions.pdf](http://www.ecy.wa.gov/climatechange/CATdocs/100407WA_AW_PolicyOptions.pdf))
- Energy Supply TWG  
([www.ecy.wa.gov/climatechange/CATdocs/100407WA\\_ES\\_PolicyOptions.pdf](http://www.ecy.wa.gov/climatechange/CATdocs/100407WA_ES_PolicyOptions.pdf))